

Design Information Bulletin 82

Caltrans

ADA Project Delivery Office

Anthony Ng

April 27, 2021

DIB

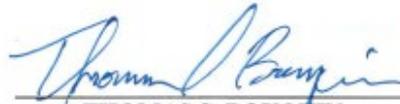
DESIGN

82-06

**PEDESTRIAN ACCESSIBILITY GUIDELINES
FOR**

DESIGN INFORMATION BULLETIN

APPROVED BY:



**THOMAS S. BOUQUIN
ACTING DIVISION CHIEF
DIVISION OF DESIGN**

November 16, 2017

facility, i.e., bicyclists and equestrians, shall follow the appropriate guidance in the HDM. See Section 4.4, "Shared Facilities" of this DIB for further information.

4.3.3 Clear Width

See the HDM Index 105.2 for the discussion and standard regarding sidewalk width. In many locations, local agency sidewalk standards will require greater widths; which can provide even greater accessibility than the minimum standard stated in the HDM. If for a specific project this is the case, the local agency standard should be used. Street furniture, signs, above ground utilities and poles, business frontage needs, street landscaping, etc. should all be placed outside of the clear width of a sidewalk.

In addition to the standards referenced above, the following accessibility design standards are to be followed, except where Safe Harbor applies (see Section 4.1.7):

2010 ADA Standards

width of the curb.
[PROWAG R302.3]

Title 24

Rega

4.3.4

As a reminder, Section 4.3.4 Grade applies to new construction and alterations; see Sections 4.1.1 and 4.1.2. Therefore, the Grade standard does not apply to crosswalk locations unless the pavement is newly constructed or altered, as reconstruction or rehabilitation (2R or 3R).

- (1) All walks with continuous gradients shall have resting areas, 5 feet in length, at intervals of 400 feet maximum.
[Title 24 11B-403.7]
- (2) Where pedestrian access routes are contained within a street or highway right-of-way (e.g., a sidewalk), the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not

PROWAG

The accessibility standard in (1) above does not apply to sidewalks, but (2) does. The typical application of Section 4.3.4 (2) is for a sidewalk to match the general grade of the roadway; the sidewalk grade should not exceed the general grade of the roadway. Sidewalk grade adjustments may be needed, e.g., to transition from one curb height to a different curb height; this should be accomplished using a 5.0% maximum, similar as to "not contained within a street or highway right-of-way." In general, the grade or slope of a pedestrian access route should be as flat as possible. Since exterior facilities must drain, a walkway can be at 2.0% and

Other Federal Standards

UFAS

Uniform Federal
Accessibility Standards

ADA

ADA Accessibility Guide

2010 ADA Standards

Differences Between Standards

Clear Width

PROWAG

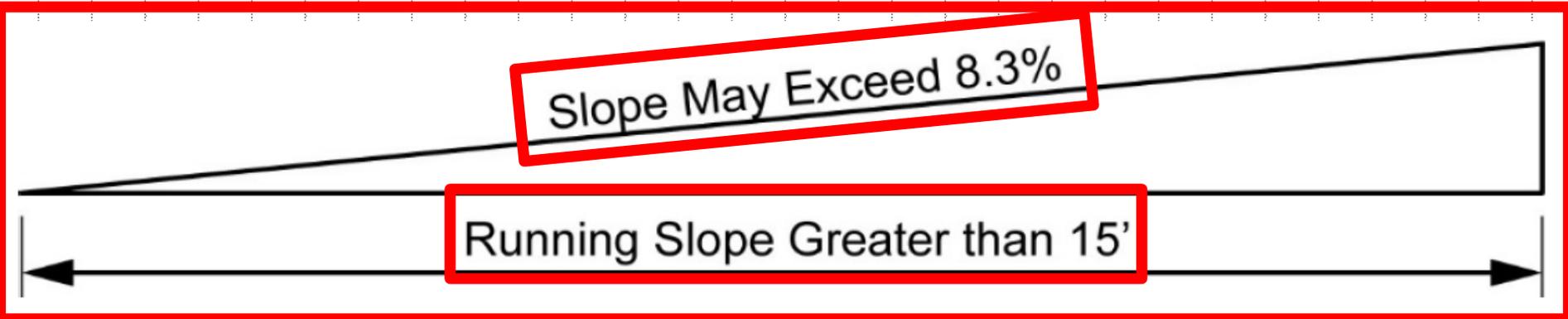
48"

UFAS

36"

Draft PROWAG

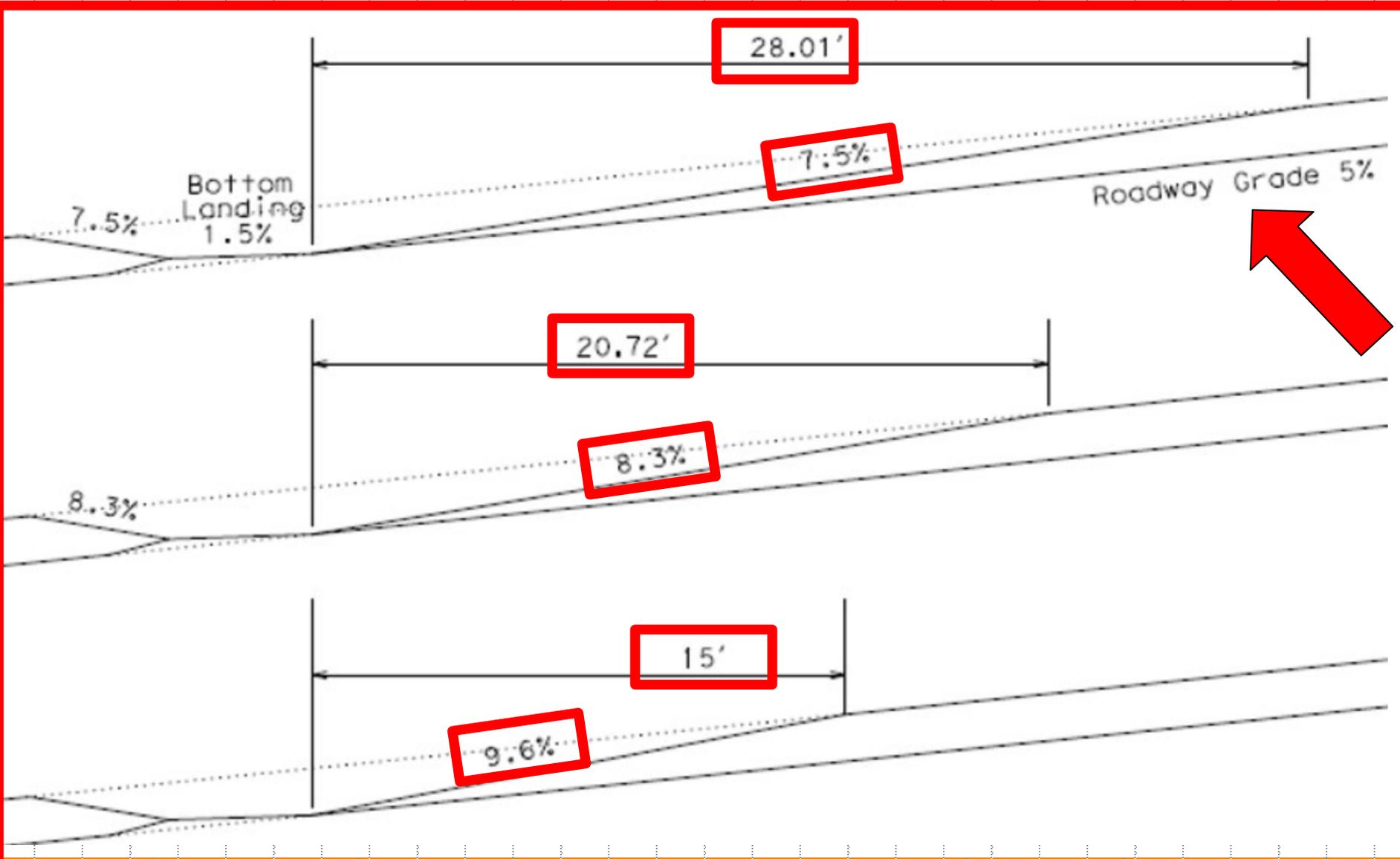
Section 4.3.8(1) Running Slope



The diagram shows a cross-section of a running slope. A horizontal line represents the ground surface, and a slightly higher line represents the proposed slope. A double-headed arrow below the horizontal line indicates the length of the slope. Two red-bordered callout boxes are present: one pointing to the slope line with the text 'Slope May Exceed 8.3%' and another pointing to the horizontal line with the text 'Running Slope Greater than 15''.

Slope May Exceed 8.3%

Running Slope Greater than 15'



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DIB 82

Cross

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Department of Transportation
Division of Design
Office of Standards and Procedures

PEDESTRIAN ACCESSIBILITY GUIDELINES
FOR

(8) The cross slope of curb ramps, blended transitions, and turning spaces (landings) shall be 2.0% maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.

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ACTING DIVISION CHIEF
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Cross

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FOR
HIGHWAY PROJECTS

(2) Where pedestrian access routes are contained with
yield or stop control,

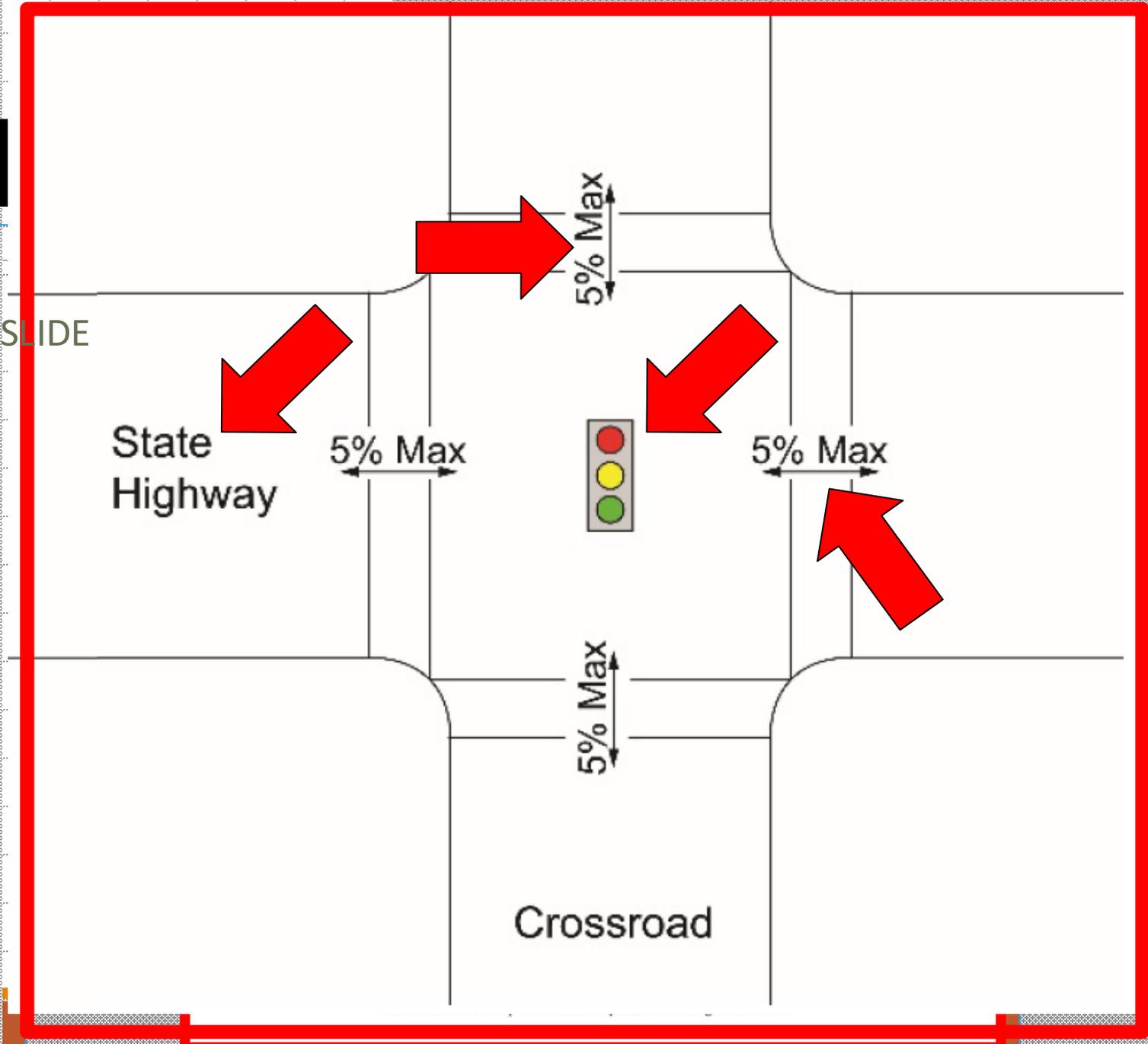
5.0% maximum.

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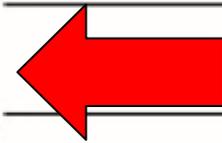
November 16, 2017



Stop or Yield Sign



2% Max



State Highway

5% Max

5% Max

2% Max



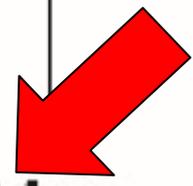
Stop or Yield Sign



2% Max

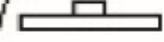
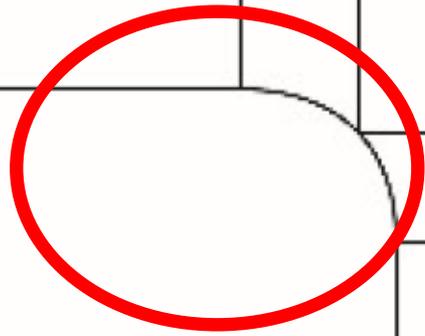
State Highway

5% Max



5% Max

2% Max



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- (8) The cross slope of curb ramps, blended transitions, and turning spaces (landings) shall be 2.0% maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.

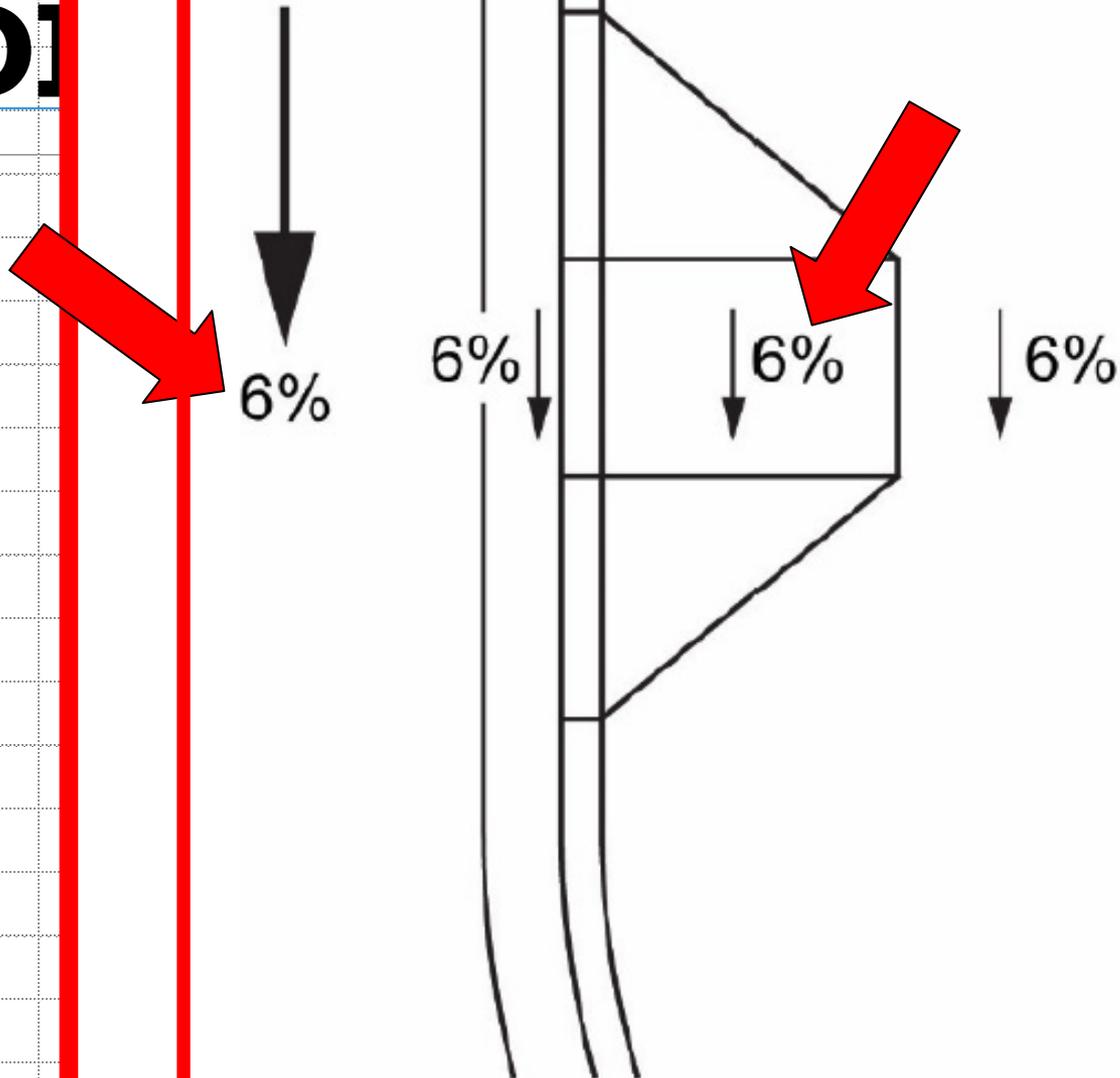
APPROVED BY:



THOMAS S. BOUQUIN
ACTING DIVISION CHIEF
DIVISION OF DESIGN

November 16, 2017

DI



Draft PROWAG - Grades

Section 4.3.4

Where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5.0% maximum.

Roadway Grade



Draft PROWAG

Section 4.1.7 - Safe Harbor

In order to use Safe Harbor provisions in a project, it must be verified and documented that the existing pedestrian feature that is being considered for reconstruction was constructed before March 15, 2012.



Safe Harbor

And it currently meets the
accessibility standards in
ADAAG and UFAS.

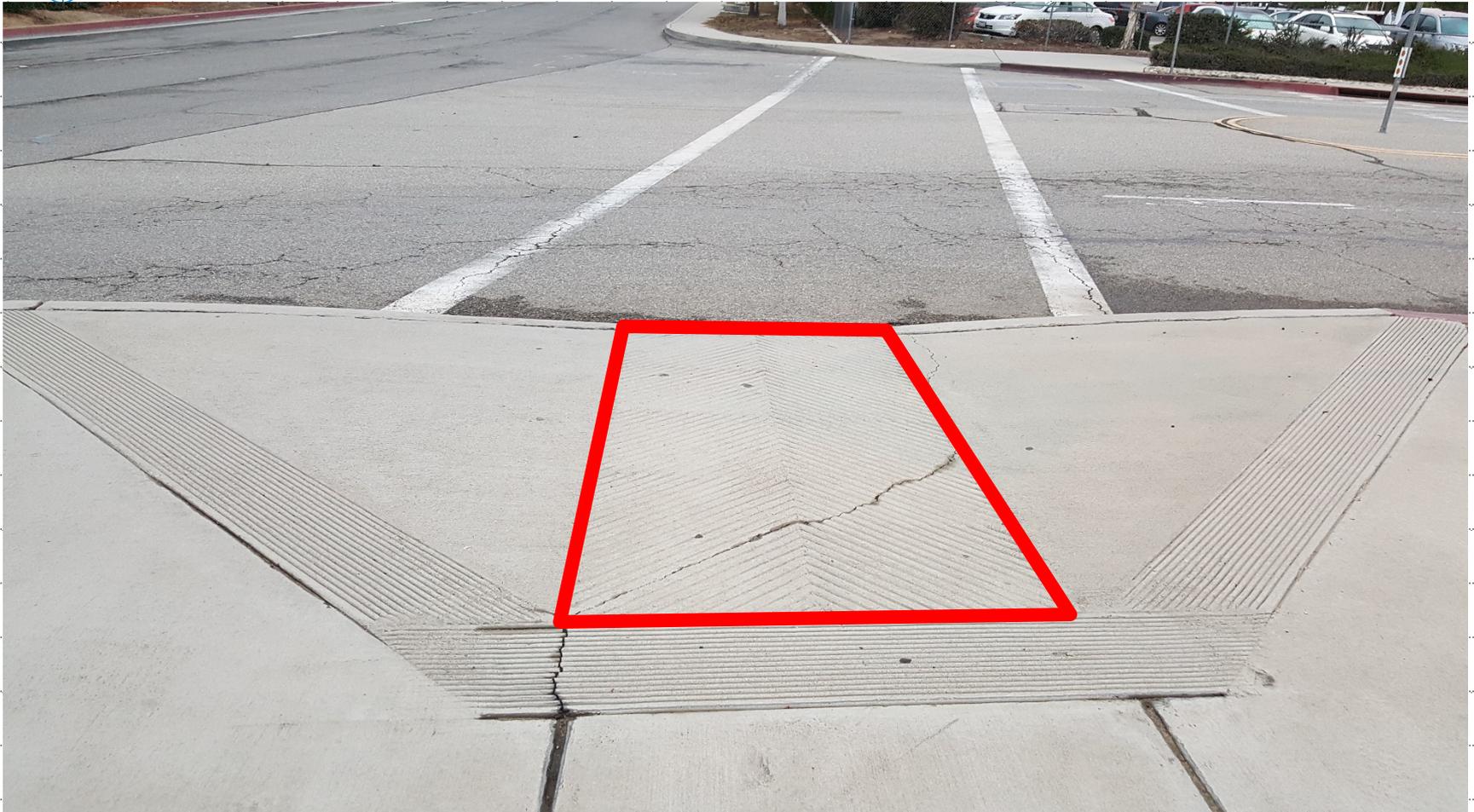
Safe Harbor Requirements

Curb Ramps

- 36 in min width
- Flush transition with adjacent surface
- 8.33% max running slope
- 10.0% max cross slope
- 10.0% max adjoining slope

No Detectable Warning Surface

Detectable Warning Surface





Safe Harbor Requirements

Clear Width

- **36 in min width**
- **Passing spaces every 200 ft if less than 60 in x 60 in**
- **Can be reduced to 32 in for a length of no more than 24 in**

Alterations

Section 4.1.2

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another and includes overlays of additional material to the road surface, with or without milling.

Types of Alterations

- **Addition of a new layer of asphalt**
- **Reconstruction**
- **Concrete pavement rehabilitation and reconstruction**
- **Open-graded surface course**
- **Micro-surfacing and thin lift overlays**
- **Cape seals**
- **In-place asphalt recycling**

Maintenance (Not an Alteration)

- **Painting or striping lanes**
- **Crack filling and sealing**
- **Surface sealing**
- **Chip seals**
- **Slurry seals**
- **Fog seals**
- **Scrub sealing**
- **Joint crack seals**
- **Joint repairs**
- **Jowel bar retrofit**
- **Spot high-friction treatments**
- **Diamond grinding**
- **Pavement patching**

Maintenance

Clarification by DOJ and FHWA –

The combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

Maintenance (Not an Alteration)

- Painting or striping lanes
- Crack filling and sealing
- Surface seals
- Joint seals
- Fog seals
- Scrub sealing
- Joint crack seals
- Joint repairs
- Dowel bar retrofit
- Spot high-friction treatments
- Diamond grinding
- Pavement patching

Cape Seal!!!

Types of Alterations

- Addition of a new layer of asphalt
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Alterations - Required Work

Curb Ramps

- Where existing, nonstandard curb ramps will be required to be reconstructed to current standards.
- Where missing, curb ramps are to be constructed where there are sidewalks or other pedestrian facilities.

Alterations - Required Work

Crosswalks:

2R and 3R work

Grade

Alterations - Required Work

Crosswalks:

Pavement Reconstruction

**Cross Slope
and
Grade**

Questions?
